

BookletChart™



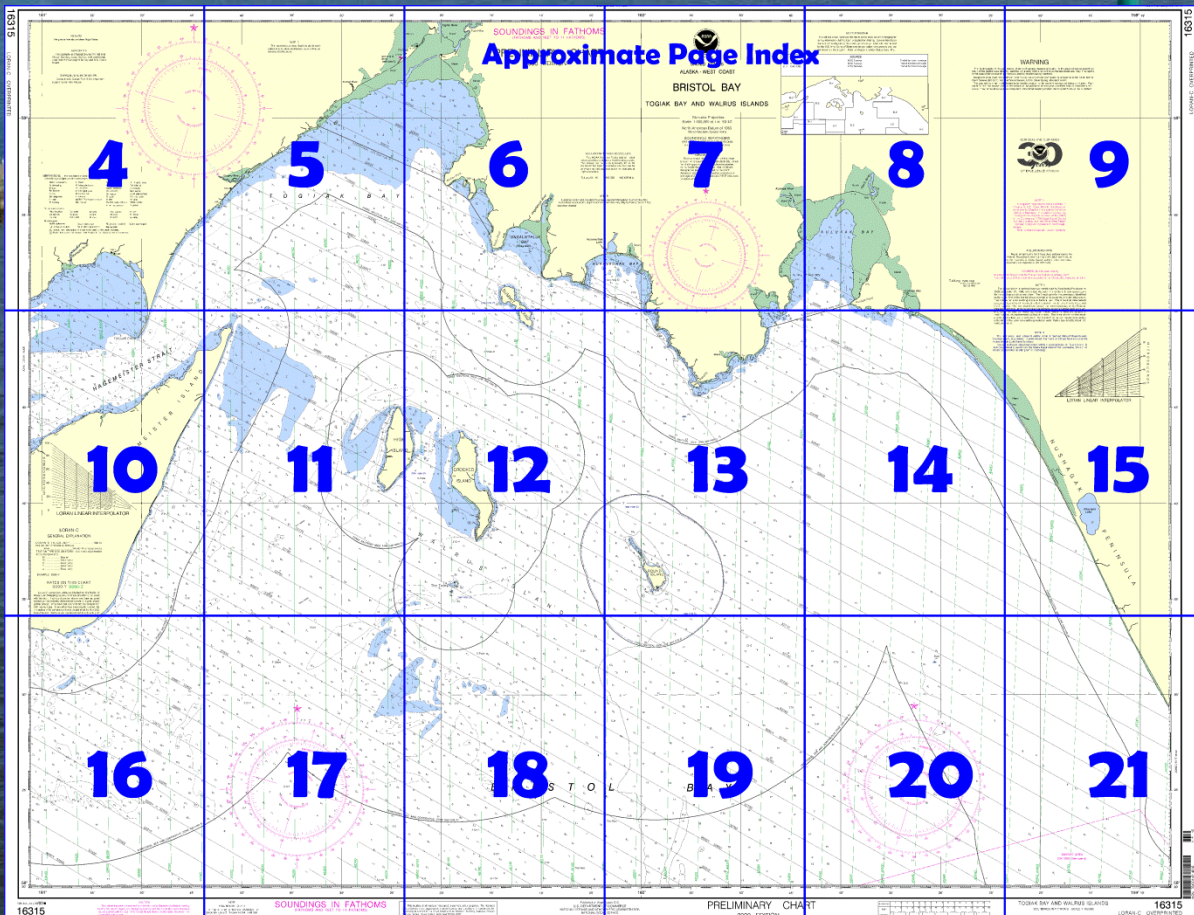
Bristol Bay – Togiak Bay and Walrus Islands NOAA Chart 16315

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16315>.



(Selected Excerpts from Coast Pilot)

The area between Cape Constantine and Cape Newenham (58°40'N., 162°10'W.) is unsurveyed, and there are indications that the present charts are considerably in error. Vessels setting a course from outside Ustiugof Shoal (58°17.0'N., 158°39.0'W.), to pass about 2 miles off Cape Peirce (58°38.0'N., 161°45.0'W.), in thick but otherwise moderate weather, have reported making Hagemeister Island dead ahead. This undoubtedly is because of a N

set in this vicinity. In the thick weather which prevails in this locality safety is assured only by constant sounding.

Kulukak Bay, entered between **Kulukak Point**, 38 miles NW of Cape

Constantine, and Right Hand Point, about 9 miles WSW, is shoal; there is a depth of 3 fathoms just inside the entrance and the N half dries at low water. The buildings of an abandoned native village are above the bluff at the NW corner of the bay.

Togiak National Wildlife Refuge includes Kulukak Bay and is a Marine Protected Area.

Pilotage, Kulukak Point.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.)

The Twins are two isolated rocks 3 miles S of Crooked Island. The larger is 300 feet high; the lower and SW of the two is 100 feet high.

Black Rock, 131 feet high, is 3 miles E of the N part of Crooked Island. From the air the rock appears to be an upthrust on a submerged ridge, the axis of which parallels that of Crooked Island. Black Rock, the SE tangent of Crooked Island, and the Twins are very nearly on range.

Summit Island, 801 feet and 505 feet high near the S and N ends, respectively, is 8.5 miles WNW of Right Hand Point, and 2 miles from the E shore of Togiak Bay. Good anchorage, in 5 to 6 fathoms and sheltered from SW weather, may be had in a bight about 0.5 mile off the middle of the NE side of the island in 5 to 6 fathoms, sand bottom.

Togiak Bay, N of the Walrus Islands, and about midway between Cape Constantine and Cape Newenham, is shoal; the head of the bay uncovers to the S for 3 to 4 miles. A submerged ledge and rock extend 0.2 and 0.5 mile from **Rocky Point** at the E entrance of the bay.

Togiak is near the head of the bay. The waters off Togiak are shallow and not navigable during low water. Good anchorage can be had for deeper draft vessels on the E side of the bay about 1 mile off **Anchor Point** in 5 to 6 fathoms of water, sand bottom.

Pilotage, Togiak.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.)

Hagemeister Island, 10 miles W of High Island, is mountainous except for about 5 miles at the N end. Shoals surround the island and extend E 20 to 25 miles, including the area between Hagemeister Island and the Walrus group.

Shoals and sand waves with depths less than 2 fathoms extend E and SE from the northern half of Hagemeister Island in the direction of High Island. Ice has been observed grounded there. Foul ground is also reported as extending N of the N point of the island.

Current observations were made in June 1948 for a period of about 10 hours, about 8 miles SW of Hagemeister Island. The current sets approximately 335° and 165° with velocities at strength of about 0.8 knot and 1.5 knots, respectively. In June 1985, the NOAA Ship RAINIER anchored 3 miles off the SE corner of Hagemeister Island observed currents flooding 070° and ebbing 240° at velocities up to 4 knots.

Hagemeister Strait is about 16 miles long between the island of that name and the mainland. It is 3 to 4 miles wide, but shingle spits contract it in two places to less than 2 miles. Good anchorage was found under **Tongue Point**, the shingle spit making out from the mainland about midway of the channel. Good anchorage can be found throughout the strait avoiding the shoal areas NE of Hagemeister Spit. Currents are significantly stronger near the western end of Hagemeister Spit causing tide rips in the area. Strong currents and an unstable bottom result in shifting sand waves throughout the strait and its approaches.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

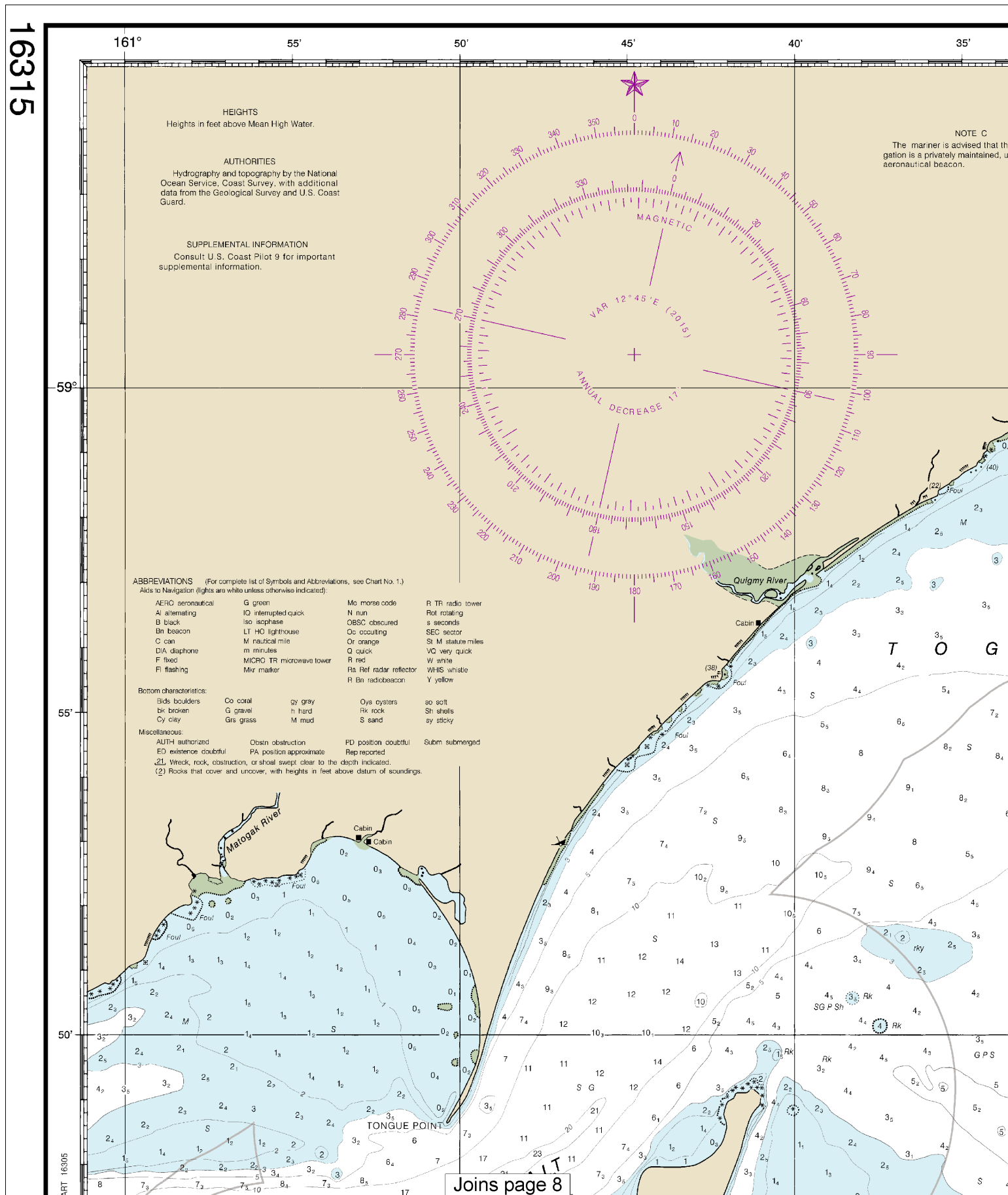
Lateral System As Seen Entering From Seaward

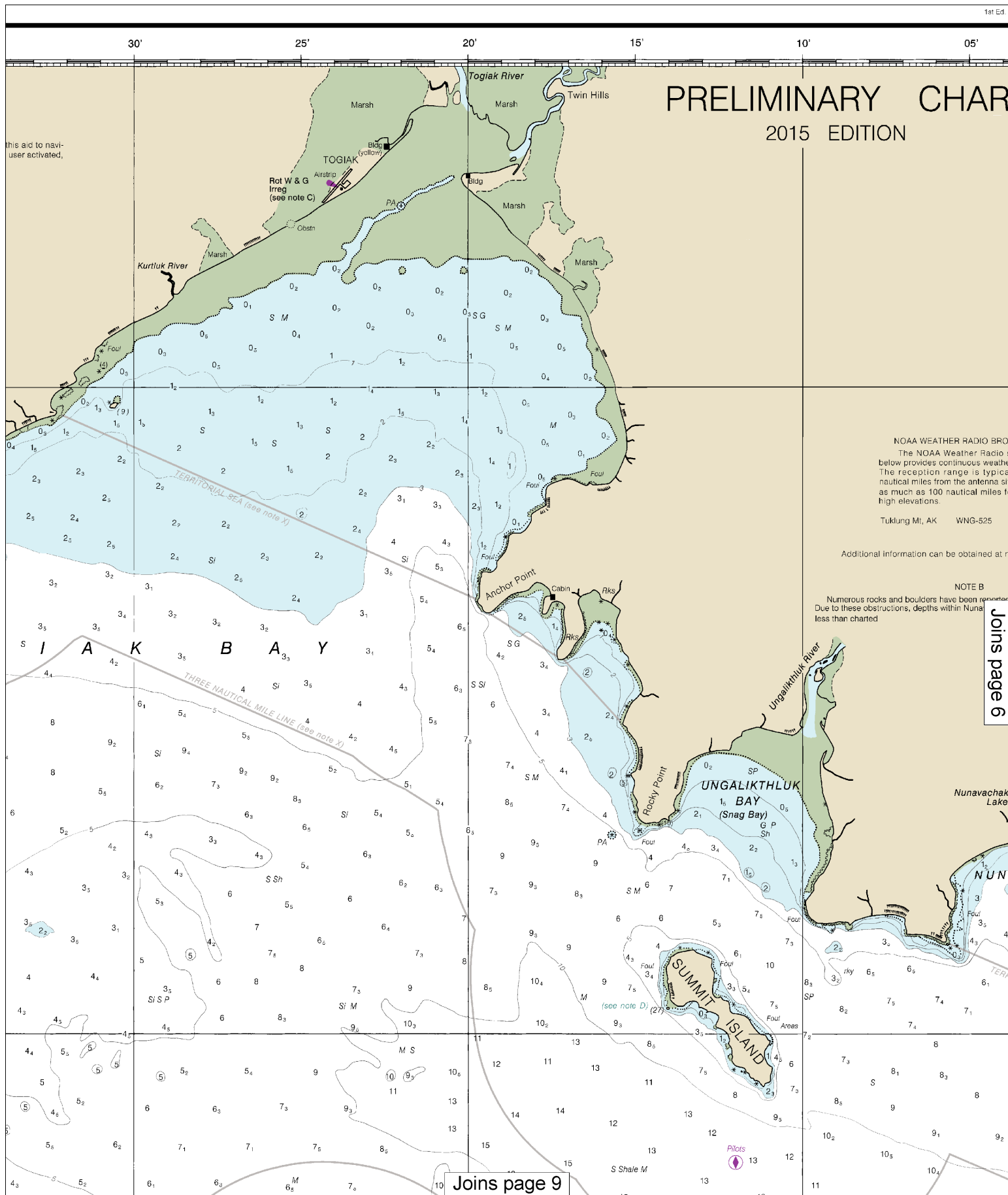
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:142857. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

05'

160°

55'

50'

45'

40'

HART



THE NATION'S CHARTMAKER SINCE 1807

 UNITED STATES
 ALASKA - WEST COAST

BRISTOL BAY

TOGIAK BAY AND WALRUS ISLANDS

 Mercator Projection
 Scale 1:100,000 at Lat 58°40'

 North American Datum of 1983
 (World Geodetic System 1984)

 SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO ELEVEN FATHOMS)
 AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.766" southward and 7.915" westward to agree with this chart.

RADIO BROADCASTS
 Other Radio station listed
 numerous weather broadcasts
 age is typically 20 to 40
 the antenna site, but can be
 utical miles for stations at

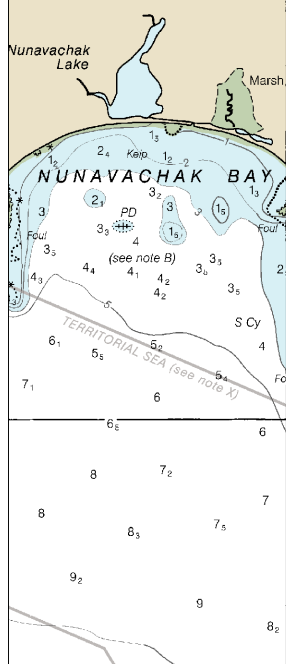
WNG-525 162.425 MHz

obtained at nauticalcharts.noaa.gov.

NOTE B

been reported throughout Nunavachak Bay
 avachak Bay may be from 3 feet to 7 feet

Joins page 5



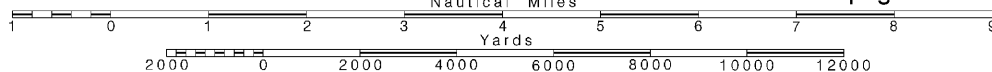
6

Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

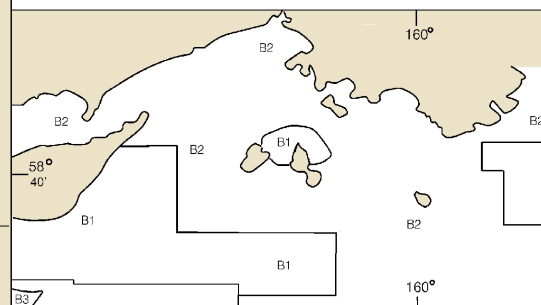


SOURCE DIAGRAM

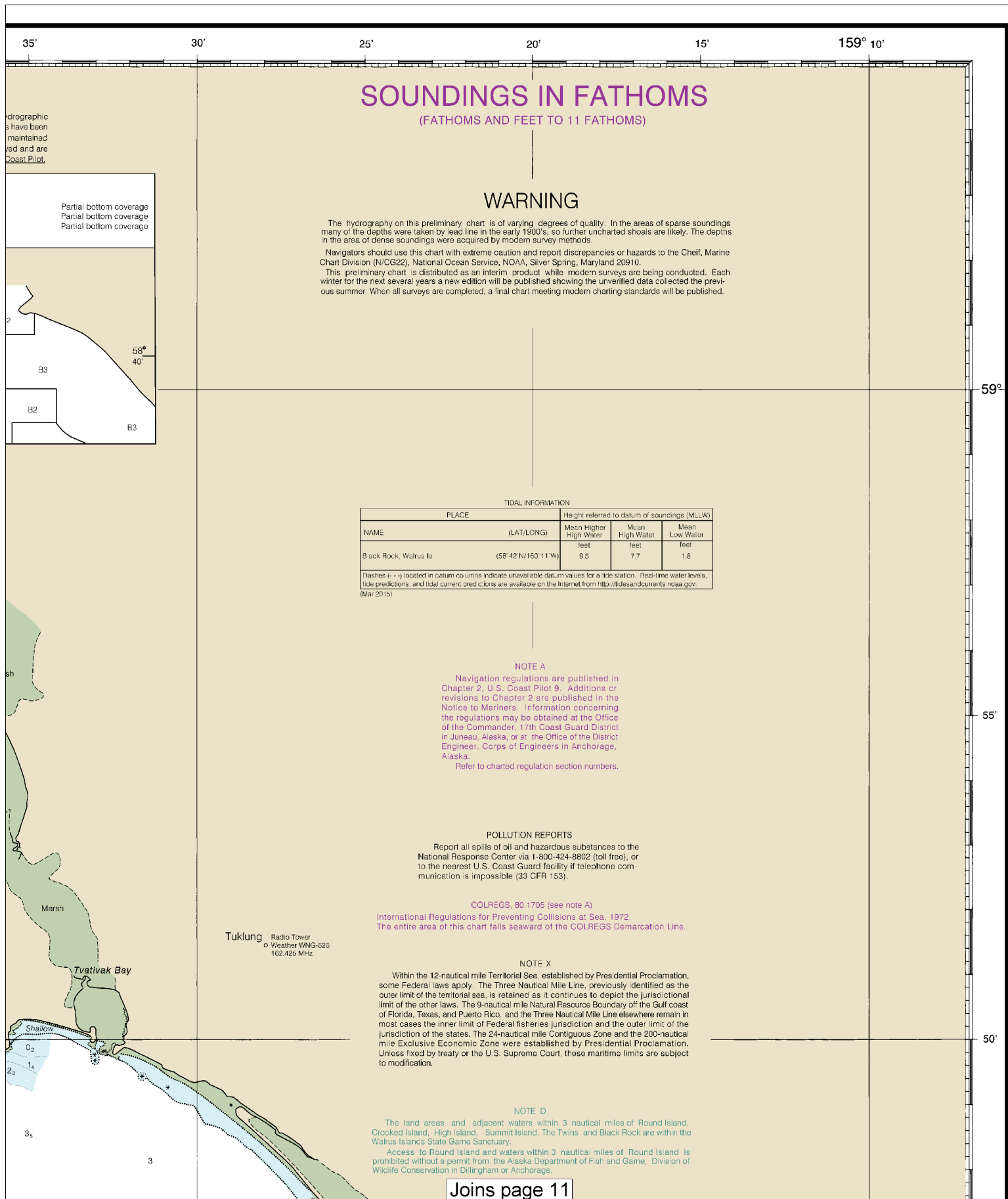
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels marked by the U.S. Army Corps of Engineers are periodically resurveyed and not shown on this diagram. Refer to Chapter 1, United States Coast

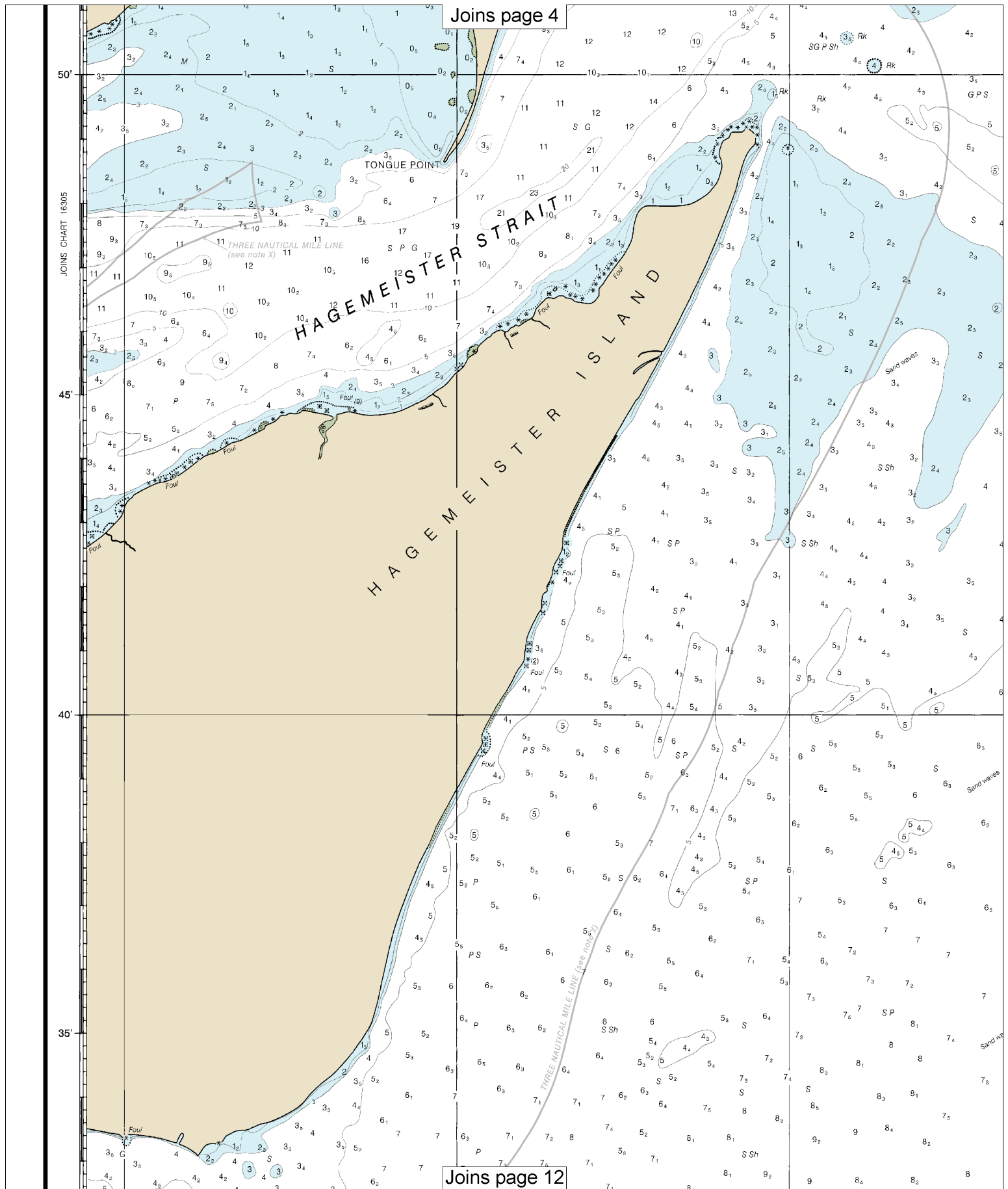
SOURCE

 B1 1990-2000
 B2 1970-1989
 B3 1940-1969

 NOS Surveys
 NCS Surveys
 NCS Surveys


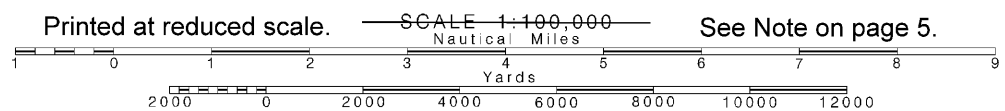
Joins page 10

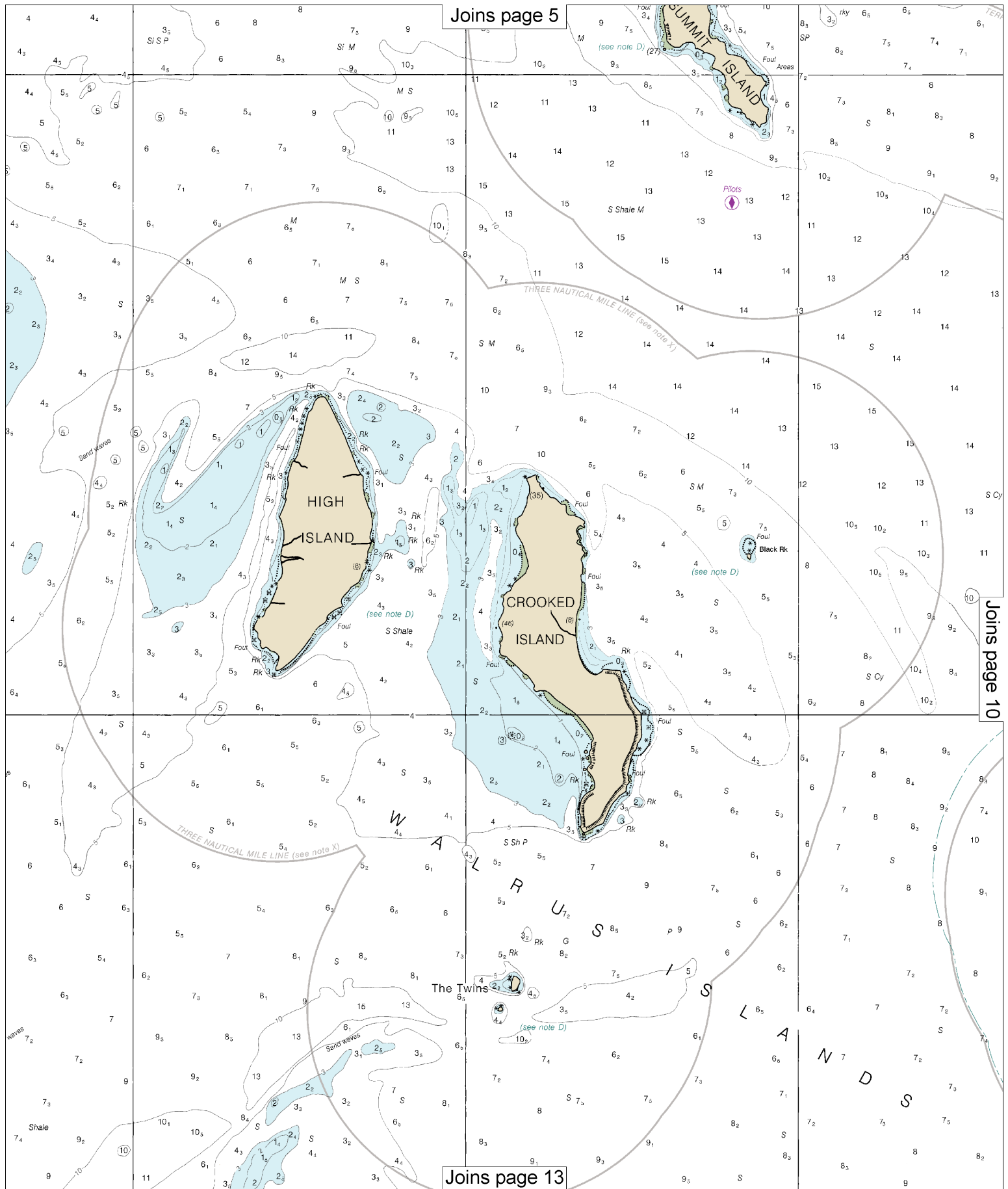


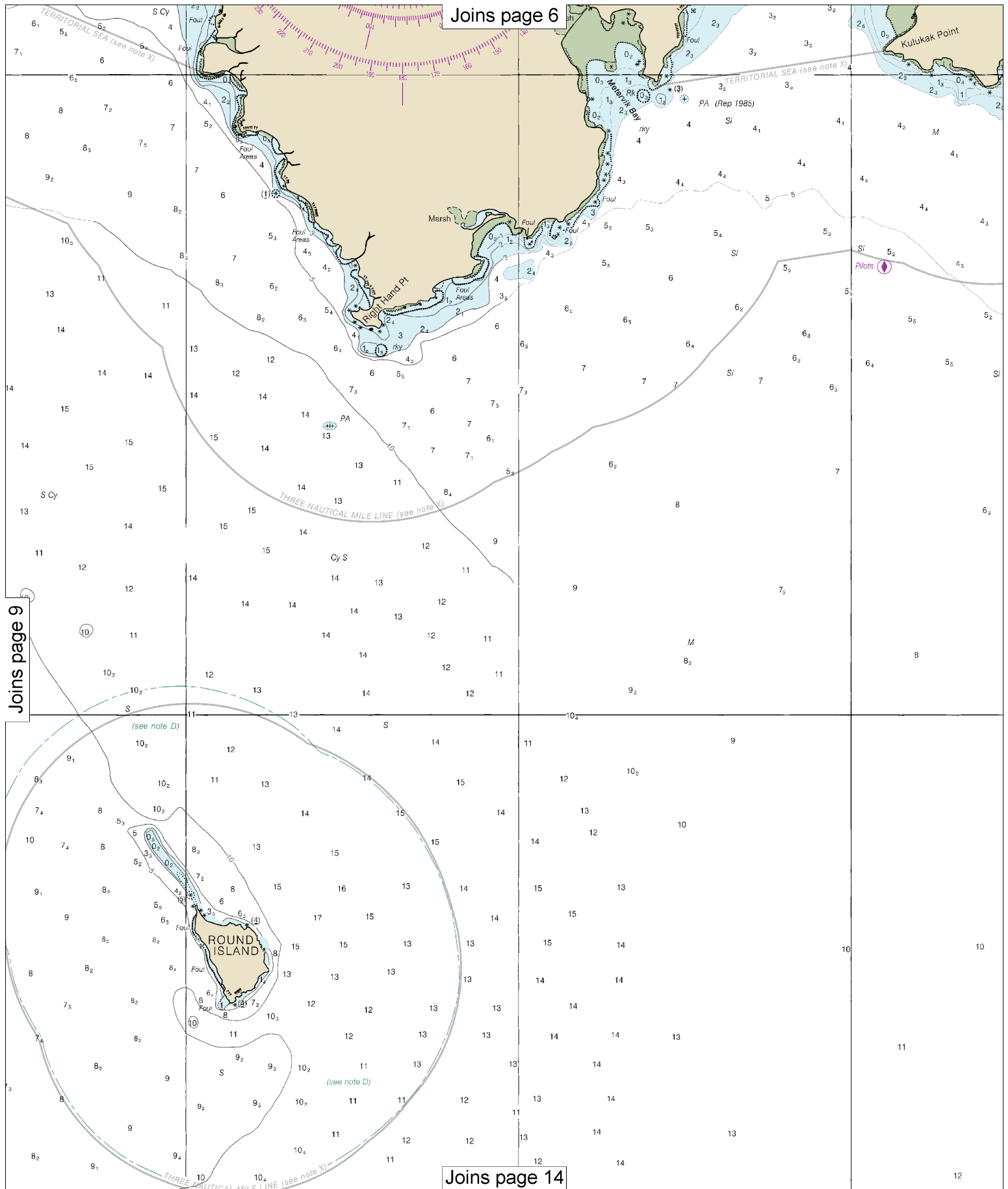


8

Note: Chart grid lines are aligned with true north.







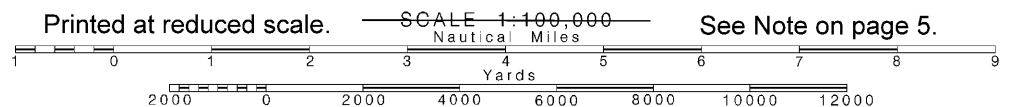
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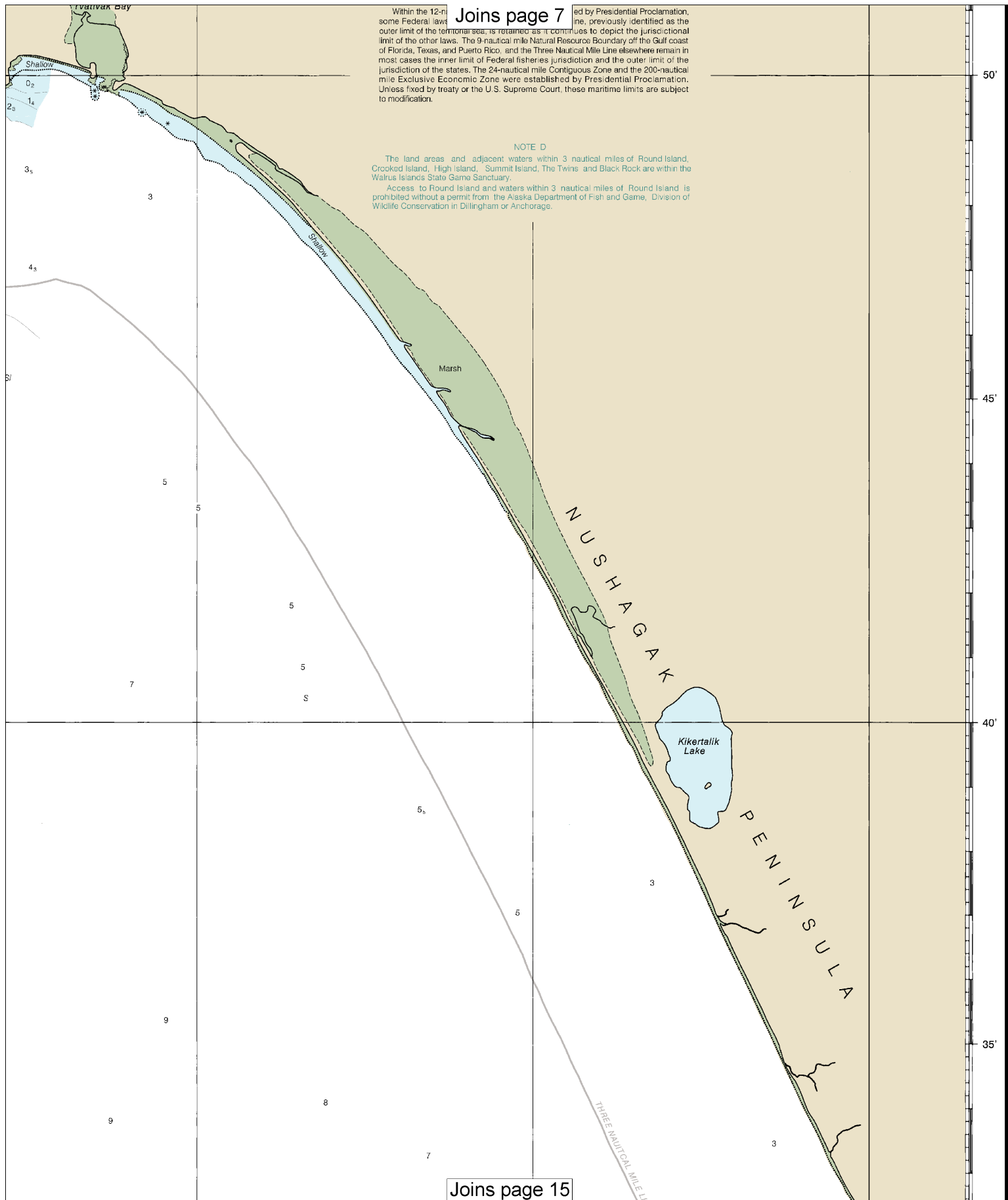
Joins page 6

Joins page 14

10

Note: Chart grid lines are aligned with true north.





Within the 12-nautical mile limit, some Federal laws, including the Outer Continental Shelf Lands Act, are retained as they continue to apply to the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

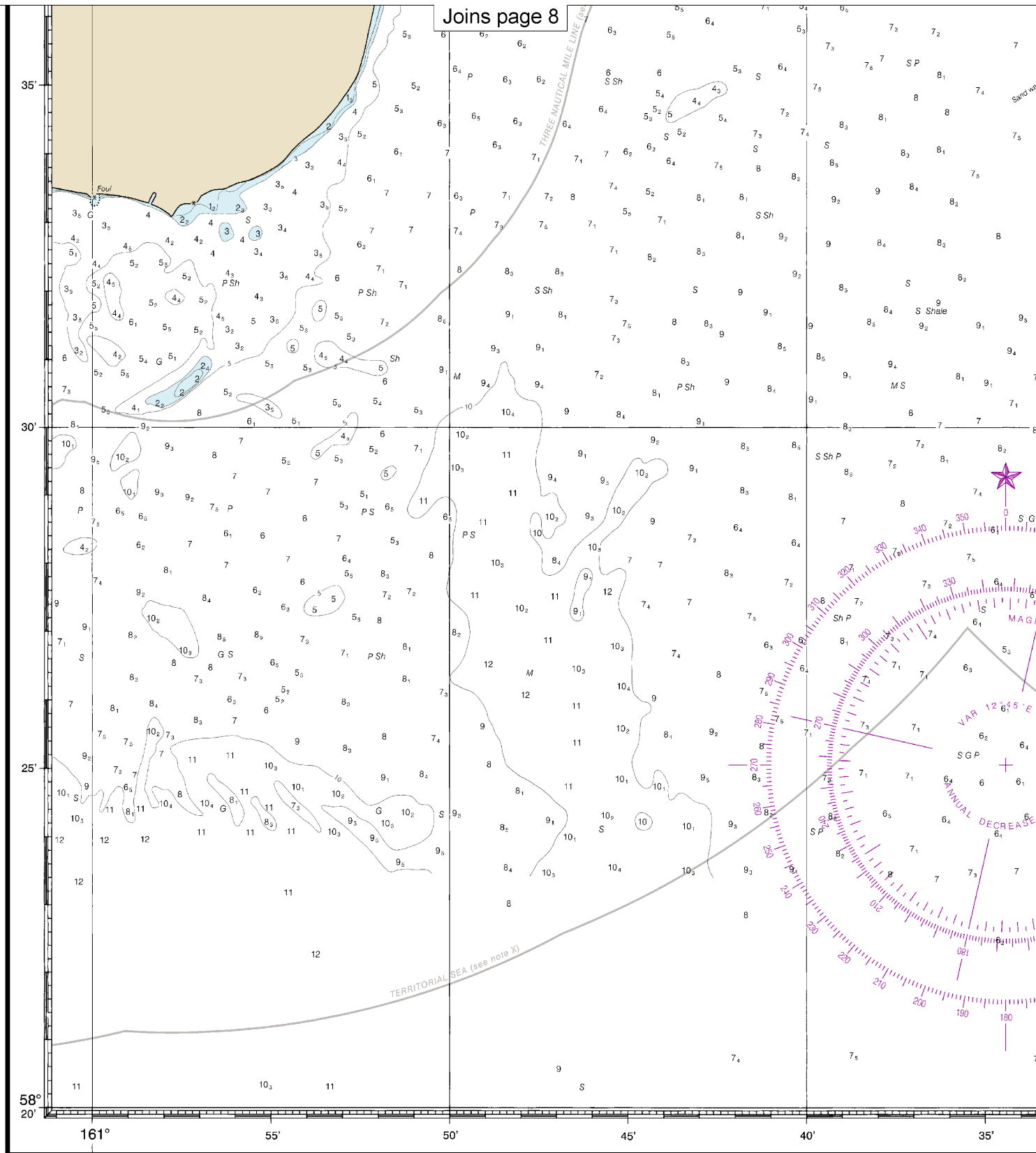
NOTE D

The land areas and adjacent waters within 3 nautical miles of Round Island, Crooked Island, High Island, Summit Island, The Twins and Black Rock are within the Walrus Islands State Game Sanctuary.

Access to Round Island and waters within 3 nautical miles of Round Island is prohibited without a permit from the Alaska Department of Fish and Game, Division of Wildlife Conservation in Dillingham or Anchorage.

Joins page 15

Joins page 8



11th Ed., Mar. 2015

16315

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at naualcharts.noaa.gov.

Last Correction: 3/18/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

NOTE

PRELIMINARY CHART

A map or chart printed and distributed for temporary use with the proviso that it will later be superseded.

SOUND
(FATH)

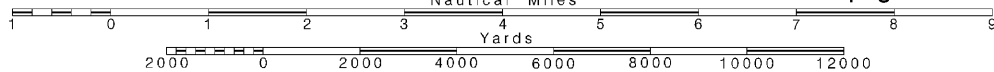
12


Note: Chart grid lines are aligned with true north.

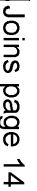
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



The Twins 



Joins page 10

Joins page 13

THREE NAUTICAL MILE LINE (see note X)

TERRITORIAL SEA (see note X)

05' 160° 55' 50' 45' 40'

PRELIMINARY CHART
2015 EDITION

Department of Commerce
National Ocean Service
Coast Survey

FATHOM
FEET
METER

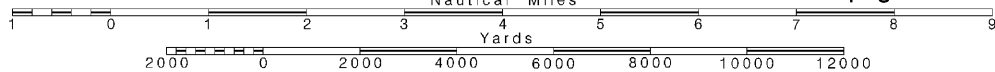
14

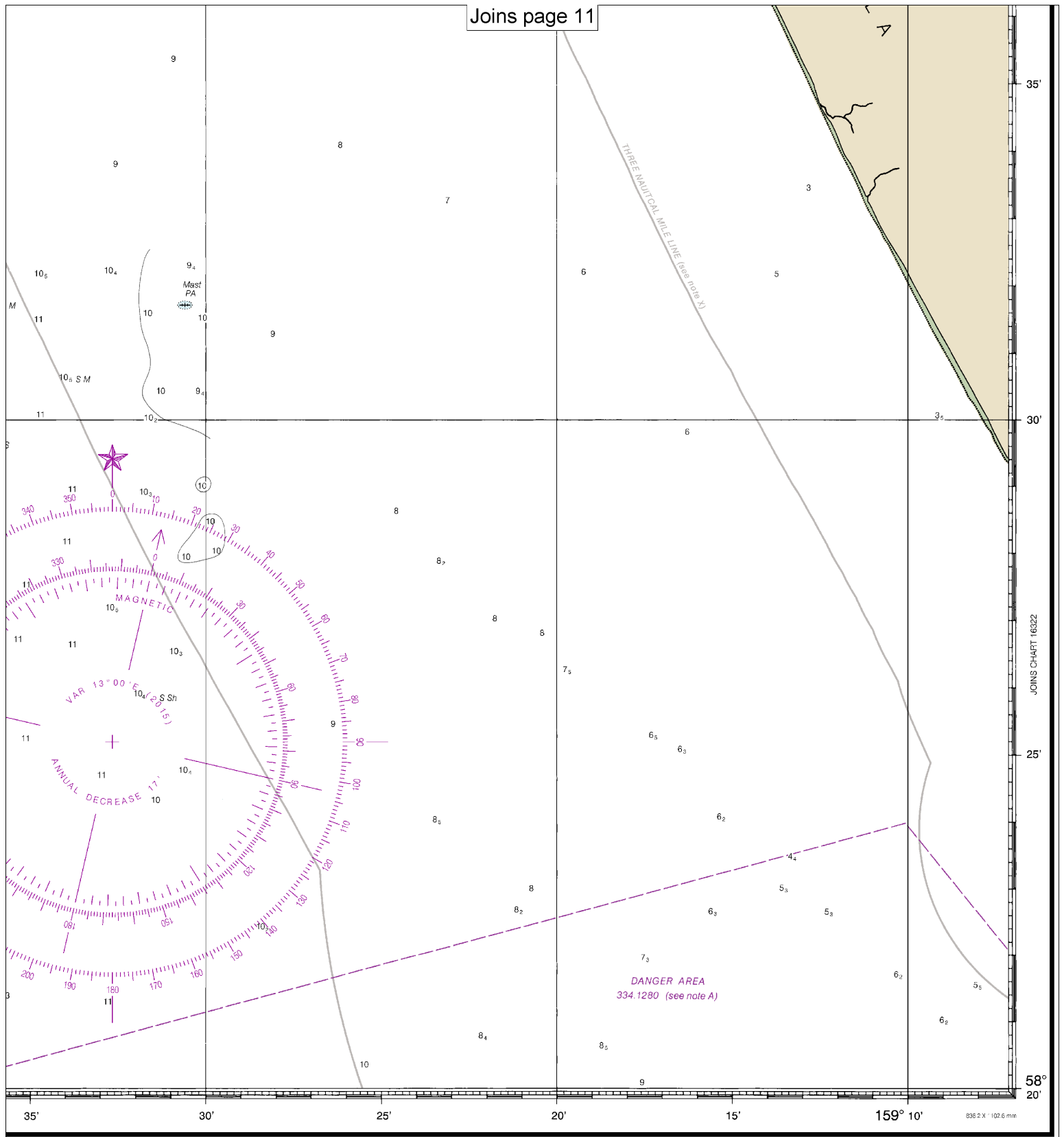
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:100,000~~
Nautical Miles

See Note on page 5.





OMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
ET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
ERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

16315



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.